



PLANNING APPLICATIONS COMMITTEE

Report by Executive Director of Development and Regeneration Services

Contact: Mr D Drummond Phone: 0141 287 6067

APPLICATION TYPE	Full Planning Permission		
RECOMMENDATION	Grant Subject to Condition(s) and S75		
APPLICATION	09/01589/DC	DATE VALID	31.07.2009
SITE ADDRESS	Site At South Side Of Whitby Street Glasgow		
PROPOSAL	Erection of flatted residential development, erection of retail units (Class 1) (260 square metres) with associated works including car parking.		
APPLICANT	Mr M Ramzan 11 Newlands Road Glasgow G43 2JB	AGENT	Inkdesign 55 Orchard Park Avenue Giffnock GLASGOW G46 7BQ
WARD NO(S)	09, Calton	COMMUNITY COUNCIL LISTED	02_111, Auchenshuggle
CONSERVATION AREA			
ADVERT TYPE		PUBLISHED	
CITY PLAN	Residential		

REPRESENTATIONS/ CONSULTATIONS

Six representations have been received from local residents. The points of objection are as follows:

1. No need for further housing in this area.
2. Area should be redeveloped for children's play area.
3. Increase in traffic.
4. If the application is approved, it could lead to another site that remains undeveloped due to financial constraints in the housing market.
5. Current infrastructure could not cope with new development.
6. Proposed retail units would have a negative impact on existing local traders.

Land and Environmental Services (Environmental Health)	–	no objection, subject to conditions.
DRS Transport Planning	–	no objection, subject to conditions.
Scottish Water	–	no objections.
Strathclyde Passenger Transport	–	no objection.

SITE AND DESCRIPTION

The application site involves land that was once used as Parkhead Railway Station, which was subsequently closed many years ago and has since been landscaped. The site is currently vacant and remains overgrown. It is also in private ownership.

Residential properties predominantly surround the site, with two storey housing, tenement flats and high rise tower blocks. Parkhead Stadium is located to the west. Whitby Street can be accessed by Springfield Road and Helenvale Street. There is a point closure at the midpoint of Whitby Street.

Planning permission is sought to redevelop the site for a residential and retail development. Four residential blocks are proposed, with one block incorporating retail units on the ground floor. The development would be four storey. Fifty-six units are proposed, all 2 bedroom. Each building would be finished in facing brick.

On street parking exists on Whitby Street, and will be retained. Off street parking has been included within this scheme.

POLICIES

Glasgow City Plan

DEV 2	- Residential Development Policy Principle
RES 1	- Residential Density
RES 2	- Residential Site Layouts
RES 3	- Residential Greenspace Standards
SC 5	- Retail Development – Related Matters
TRANS 4	- Vehicle Parking Standards
DES 1	- Reinforcing Local Character and Identity
DES 2	- Urban Design
DES 3	- Building Design and Materials
ENV 2	- Development Related to Greenspace

Environmental Impact Assessment	–	Not applicable.
Conservation (Natural Habitats, etc) Registered 1994	–	Not applicable.
Design/Access Statement	–	Design statement submitted.
Impact/Potential Impact Statements	–	Not applicable.
S75 Agreement	–	This application is subject to a S75 Agreement in respect of RES 3 requirements.
Details of Direction Order Regs 30/31/32	–	Not applicable.

ASSESSMENT AND CONCLUSIONS

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that where an application is made under the Planning Acts, it shall be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The two main issues to consider in the assessment of this application are:-

(a) whether the proposed accords with the Development Plan; and

(b) whether any other material considerations have been satisfactorily addressed.

In respect of (a), the Development Plan comprises the Glasgow and Clyde Valley Structure Plan and the City Plan. There are no specific policies of relevance to the application proposal in the Structure Plan.

The site falls within a Residential Land Use Policy area in the City Plan. This Policy notes:

'The areas designated 'RESIDENTIAL' are the City's housing districts. In addition to housing, they include facilities such as schools, local shops, public buildings, small businesses, light industry, local community, health, social and recreational facilities and local greenspaces. In considering development proposals, the Council will seek to preserve and enhance residential amenity, particularly in respect of townscape, landscape and greenspace provision. Proposals that would result in the loss of local greenspaces (greenspace being defined as the uses specified in Policy DEV 11: Green Space) will be considered against the criteria set out in policy ENV 2: Development Related to Greenspace. Development proposals unable to meet the Council's townscape, landscape and greenspace criteria will be resisted.'

The proposal is for the erection of a residential and small scale retail development which is considered to be in keeping with this Development Policy Principle.

The above designation gives mention to policy ENV 2, which focuses on development taking place on areas defined as Greenspace. The site was once used as Parkhead Railway Station. The station closed a number of years ago, and after its demolition, the site was landscaped. The site has become overgrown and remains in a vacant and unkempt condition. The site is in private ownership to which there is no public access. The proposal seeks to redevelop the site, and will incorporate areas of amenity space for future residents. Landscaping works are proposed, and would be conditioned to ensure their acceptability. It is considered that the site does not meet the definition of Greenspace, therefore, the proposal has been assessed against the Residential Development Policy Principle.

Policy RES 1 deals with residential density. The application site is located within the inner urban area with high accessibility. The policy states that in areas with these characteristics density will be influenced by location, setting, site configuration and other City Plan policies and standards rather than a prescribed figure. Along main routes and appropriate adjoining blocks, densities in excess of 100 dwellings per hectare will be permitted. The density for this development is set at 83 dwellings/ha, which is in line with policy.

Policy RES 2, Residential Site Layouts, provides the basic guidelines to be used when designing new residential development. This policy also gives mention to privacy standards that need to be met. It is considered that the site layout meets the criteria for residential proposals, and privacy requirements have been met throughout the site.

Policy RES 3 deals with Residential Greenspace Standards. The proposal does not meet the requirements of this Policy. Where insufficient provision is made on site for greenspace the policy allows for provision to be made off-site. It is considered that a financial contribution would be required in this case and that figure would be in the sum of £ 89,600. This would be secured by a separate legal agreement.

Policy SC 5 deals with small scale retail developments. The aim of this policy is for new developments to be located where they would provide maximum accessibility to the community that they serve and the most appropriate location would be in residential areas. Four retail units are proposed with floorspaces ranging from 73m² to 156m². The definition of a local shop in the City Plan is "Single shop or outlet possibly within a small group of shops serving the small-scale day-to-day needs of the immediately surrounding residential area. Based on the size of the retail units it is considered that it does meet the definition of a local shop and meets the terms of this policy.

Policy TRANS 4 relates to vehicle parking guidelines for different types of development. Within the proposed development 100% car parking has been provided. This is considered to comply with the terms of the policy. DRS Transport Policy have raised no objections.

City Plan policies DES 1, DES 2 and DES 3 seek to ensure the quality of design in new developments. Policy DES 1 requires new proposals to respect and reinforce local character and identity. The site is surrounded by a mix of different styled residential properties. To the north of the site, on Whitby Street, sits four

storey tenement flats, with commercial properties located at some parts of the ground floor. To the south lies high rise flats, which dominate the skyline in this particular area.

The scale and massing of the proposed buildings seeks to emulate the development form of the adjacent tenement. This scheme, however, does not directly face onto Whitby Street. The reasoning behind this design is to allow for off street parking, and more importantly, create areas of open space within the site. In terms of height, the development would be lower than the existing tenements. It is considered that the scale and form of the proposal would blend in well with the surrounding buildings.

The use of facing brick is considered an appropriate material, as it can be commonly found within the local area. The proposal is considered to be in line with these relevant design policies.

In terms of issue (a), the proposal is considered to be in line with the Development Plan.

In respect of (b), with regard to the representations received, the grounds can be summarised, with appropriate comment, as follows:

1. No need for further housing in this area.

Comment: This is not a material planning consideration.

2. Area should be redeveloped for children's play area.

Comment: The site is not in council ownership. This application is for a residential development, which will include areas of amenity space to be used by future residents.

3. Increase in traffic.

Comment: DRS Transport Policy have no objection to the proposed development in relation to the development's impact on traffic safety and congestion at this location.

4. If the application is approved, it could lead to another site that remains undeveloped due to financial constraints in the housing market.

Comment: This is not a material planning consideration.

5. Current infrastructure could not cope with new development.

Comment: A separate form of approval will be required from Scottish Water.

6. Proposed retail units would have a negative impact on existing local traders.

Comment: The retail units proposed meet the definition of a local shop.

Conclusion

In conclusion, the proposal is considered to comply with the relevant policies of the Glasgow City Plan. Other material considerations, namely the points raised in the letter of objection, is considered to have been satisfactorily addressed and do not outweigh the Development Plan.

In the light of all of the foregoing, it is recommended that planning permission be granted subject to the conditions listed.

CONDITIONS AND REASONS

01. The development shall be implemented in accordance with drawing number(s):

08-245-01,
08-245-02,
08-245-03 Rev B,
08-245-04 Rev A,
08-245-05,
08-245-06,
08-245-07,
08-245-08,
08-245-09, and
08-245-10

as qualified by the undernoted condition(s), or as otherwise agreed in writing with the Planning Authority.

Reason: As these drawings constitute the approved development.

02. Before any work on the site is begun, a comprehensive site investigation for ground contamination shall be submitted to and approved in writing by the planning authority. The investigation shall be completed in accordance with a recognised code of practice such as British Standards Institution "The investigation of potentially contaminated sites - Code of Practice" (BS10175:2001). The investigation report shall include a risk assessment of all relevant pollutant linkages, as required by Planning Advice Note PAN 33 Revised 2000 Development of Contaminated Land. Where a risk assessment identifies any unacceptable risk or risks, it shall include a detailed remediation strategy. The approved remediation works shall be carried out prior to the commencement of development on site other than that required to carry out remediation.

Reason: To ensure the ground is suitable for the proposed development.

03. Light from the development shall not give rise to:

- (a) An "Upward Waste Light Ratio" (maximum permitted percentage of luminaire lux that goes directly to the sky) in excess of 15%
- (b) A "Light Into Windows" measurement in excess of 10Ev (lux). (Ev is the vertical luminance in lux.)
- (c) "Source Intensity" measurement in excess of 100 Kcd (kilocandela). (Source Intensity applies to each source in the potentially obtrusive direction out of the area being lit.)

Reason: In the interests of limiting the effects of light pollution on the environment and the users of surrounding developments, and of energy efficiency.

04. Noise from or associated with the completed development (the building and fixed plant) shall not give rise to a noise level, assessed with windows closed, within any dwelling or noise sensitive building in excess of that equivalent to Noise Rating Curve 35 between 0700 and 2200, and Noise Rating Curve 25 at all other times.

Reason: To protect the occupiers of dwellings or noise sensitive buildings from excessive noise.

05. Before any work on the site is begun, details of refuse and recycling storage areas and bins shall be submitted to and approved in writing by the planning authority. These facilities shall be completed before the development/the relevant part of the development is occupied.

Reason: To ensure the proper disposal of waste and to safeguard the environment of the development.

06. The existing turning heads on both sections of Whitby Street shall be retained to facilitate service/refuse vehicle access. Details shall be submitted for the written approval of the Planning Authority prior to the commencement of works.

Reason: In the interests of traffic safety at the locus.

07. All doors shall open inwards, or be recessed, and not open outwards over the public footway, in line with Section 67 of the Road (Scotland) Act 1984.

Reason: In the interests of pedestrian safety.

08. Vehicular access to the residents parking courts shall be taken via a dropped kerb footway crossing designed in accordance with Figure 10.18 of the GCC Roads Development Guide.

Reason: In the interests of traffic safety at the locus.

09. Safe, secure and sheltered cycle parking facilities shall be provided in accordance with the requirements of Policy TRANS 6 of the City Plan.

Reason: In the interest of traffic safety and to safeguard the amenity of the surrounding area.

Reason: In the interest of the safety of the users of the premises.

Reason: In order to safeguard the amenity of the property.

10. Before any work on the site is begun, a scheme of landscaping shall be submitted to and approved in writing by the planning authority. The scheme shall include hard and soft landscaping works, boundary treatment(s), details of trees and other features which are to be retained, and a programme for the implementation/phasing of the landscaping in relation to the construction of the development.

Reason: To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

11. All landscaping, including planting, seeding and hard landscaping, shall be completed in accordance with the approved scheme.

Reason: To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

12. Before any work on the site is begun, a maintenance schedule for the landscaping scheme/open space, and details of maintenance arrangements, including the responsibilities of relevant parties, shall be submitted to and approved in writing by the planning authority.

Reason: To ensure the continued contribution of the landscaping scheme/open space to the landscape quality and biodiversity of the area.

13. Any trees or plants which die, are removed or become seriously damaged or diseased within a period of five years from the completion of the development shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure the continued contribution of the landscaping scheme/open space to the landscape quality and biodiversity of the area.

14. Prior to any work commencing on site, a proposed site plan showing finished levels shall be submitted for the inspection and written approval of the Planning Authority.

Reason: In order to safeguard the property itself and the amenity of the surrounding area.

15. That before work commences on site a survey shall be submitted to the Council on the presence of protected species likely to be affected by the proposed development. This survey shall include details of nesting birds and include details of mitigation measures.

Reason: In the interest of natural heritage in the area.

REASON(S) FOR GRANTING THIS APPLICATION

01. The proposal was considered to be in accordance with the Development Plan and there were no material considerations which outweighed the proposal's accordance with the Development Plan.

ADVISORY NOTES TO APPLICANT

01. Before the lighting system is installed, the applicant should submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the planning authority confirming that the proposed system will satisfy the requirements of the light pollution condition.
02. Before the use commences, the applicant should, following the testing of the installed lighting system, submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the planning authority confirming that the system complies with its design specification.
03. It is recommended that the applicant should consult with Land and Environmental Services (Roads) at an early stage concerning this proposal, in respect of legislation administered by that Department which is likely to affect this development.
04. The western and eastern sections of Whitby Street shall be suitably upgraded/rehabilitated, in order to accommodate the increase in vehicular/pedestrian traffic that the development will generate. The extent of these works shall be agreed with Land and Environmental Services as part of the Roads Construction Consent application for the formation of the new footway/residents parking court accesses.
05. On road parking should be formalised on Springfield Road.
06. The existing point closure at the midpoint of Whitby Street shall be maintained to avoid the potential of inappropriate through traffic movements between Janefield Street, Springfield Road and Helenvale Street.
07. The developer and each prospective purchaser should be made aware that future residents will not be eligible to purchase a resident's on-road parking permit, should these be introduced in the future in line with Council policy.



ADVISORY NOTES TO COUNCIL

01. The completion of a satisfactory Agreement in terms of Section 75 of the Town and Country Planning (Scotland) Act 1997 is a pre-requisite to the issue of planning permission by the Planning Authority.

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 <p>Glasgow City Council Development and Regeneration Development Management 229 George Street Glasgow G1 1 QU Director : Steve Inch BSc Hons DipTRP</p>	<p>Reference No. 09/01589/DC</p> <p>Address : Site at South Side of Whitby Street</p>
<p>Scale : 1:1250</p>	<p>Indicative Site Location Ward : 09 </p>
 <p>The map displays a street grid with a large hatched area indicating the site location. The area is roughly rectangular and situated on the south side of a street. A small black square is located within the hatched area. The text 'Glasgow City Council' is overlaid twice in a large, outlined font across the map.</p>	
<p>© Crown Copyright and database right 2009. All rights reserved. Ordnance Survey Licence no. 100023379</p> <p> Location of Site (For details, refer to Report)</p>	